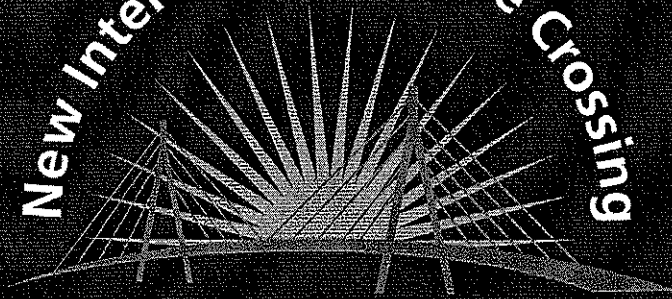


New International Trade Crossing



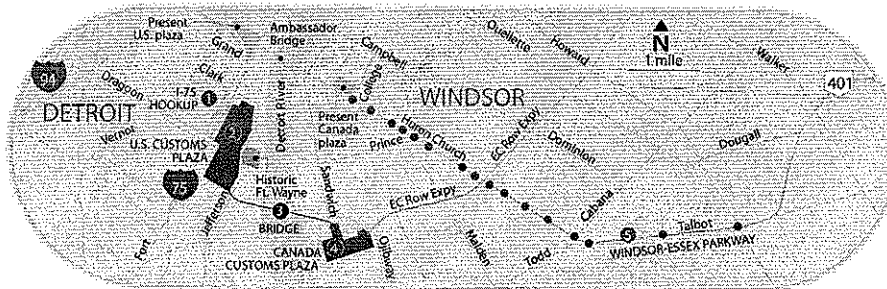
**BUILD
THE
BRIDGE**

A Bridge to Michigan's Future

- ✓ A world-class international bridge to secure a transportation corridor with Michigan's largest trading partner.
- ✓ Providing 10,000 new construction jobs to Michigan workers.
- ✓ Generating more than \$2 billion in federal matching highway funds for Michigan roads.
- ✓ A \$1.3 billion dollar investment with no cost to Michigan taxpayers.

New International Trade Crossing

Proposed Bridge Location



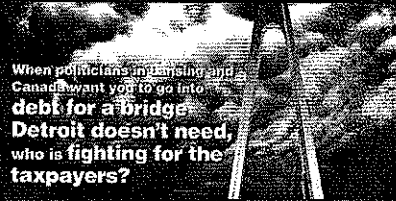
- ① I-75 HOOKUP
- ② U.S. CUSTOMS PLAZA
- ③ New International Trade Crossing
- ④ Canada Customs Plaza
- ⑤ Windsor-Essex Parkway

• Traffic light

Opponents Claim



Special interests are trying to sell your Senator a bridge...



When politicians in Lansing and Canada want you to go into debt for a bridge Detroit doesn't need, who is fighting for the taxpayers?

When voting on the budget bill...

Senator Mike Kowall voted to strip the useless bridge proposal out of the final bill. He stood firm against the special interest's and lobbyist's pressure.

CAN WE COUNT ON HIM AGAIN?

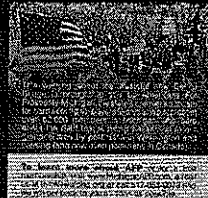


Call or email Senator Kowall and let him know if you're supporting his needs and priorities. Tell Senator Kowall you're on his side. Supporting him and voting in his favor is the best way to support him.

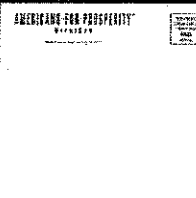
Write Senator Kowall's office

Phone: (313) 373-1734

Email: Mike.Kowall@legis.mi.gov



The Lansing Bridge Authority is a...
 In 1992, the Lansing Bridge Authority...
 The Lansing Bridge Authority is a...
 In 1992, the Lansing Bridge Authority...
 The Lansing Bridge Authority is a...
 In 1992, the Lansing Bridge Authority...



AMERICAN FOR PROSPERITY
 BUREAU

Opponents Claim

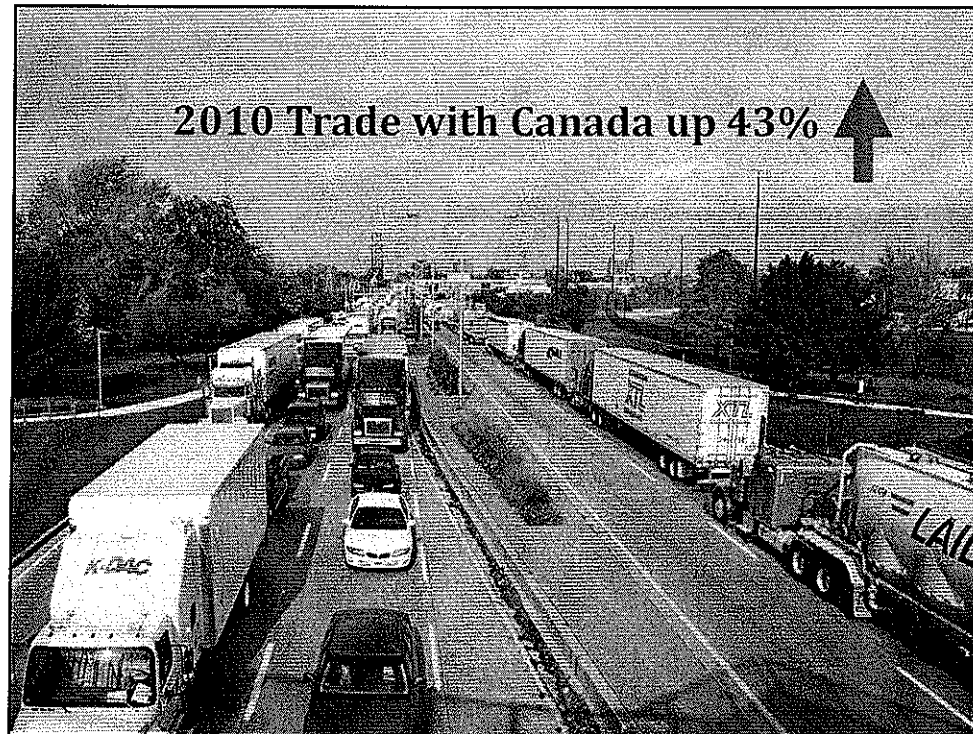
"The campaign against the new structure is slick, well written and excellently executed. Moroun appears to be getting his money's worth. We just hope he doesn't get his way."

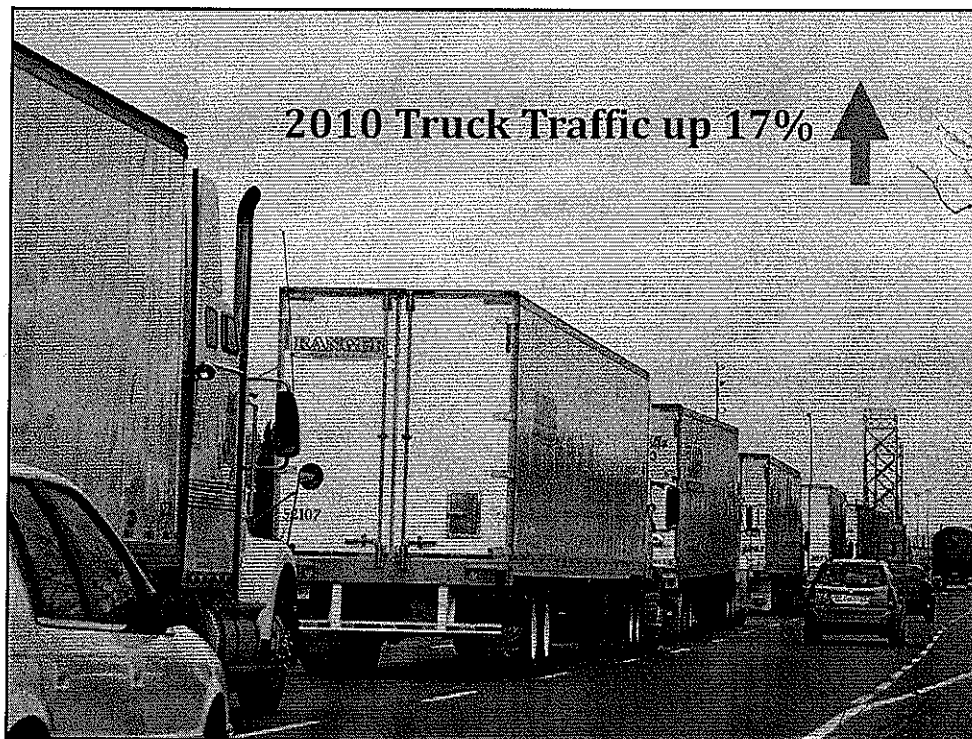
- Editorial, Oakland Press

"There's nothing clever or insightful about fake
eviction notices in a city with one of the highest
foreclosure rates nationwide. It's flat out emotional
manipulation, the kind of crude dirty tricks that have
no place in the circle of civil discourse."
- Stephen Henderson, Detroit Free Press

Opponents Claim

“We Don’t Need It.”





Opponents Claim

“Traffic will not justify
the new government
bridge.”

Ambassador Bridge Use of Traffic Figures

- Projected Traffic Used by Ambassador Bridge in Arguing Against Need for NITC: **7,319,476 (2030)**
- Projected Traffic Used by Ambassador Bridge in Application for Replacement Span: **16,471,000 (2030)**
- Projected Traffic Used by Ambassador Bridge in Application for Financing: **18,458,866 (2025)**

Opponents Claim

"The DRIC Bridge:
\$2 billion and climbing."

"It will lose money, and stick us
with the bill."

Opponents Claim

**“Costs of this project alone
will cost each Michigan
family \$194 in new debt
and spending.”**

- Americans for Prosperity

Americans for Prosperity Formula

\$70 million (Michigan's portion \$2.2 billion in Fed
Matching funds)

+

\$550 million (Canadian contribution to Michigan's
portion of the project)

÷

Approximately 3,200,000 families

=

\$194 per family

Opponents Claim

"If tolls aren't enough the taxpayers of Michigan will have to make up the difference."

"\$550 Million in new foreign debt for Michigan."

The Legislation States:

An agreement involving the authority and a public agency of Canada relating to the Canadian contribution shall not impose any obligation on the department, the authority, this state or a political subdivision of this state to repay the Canadian contribution from revenues other than project revenue and project contribution.

Opponents Claim

“DRIC proposes to build
over active salt mines and
known geotechnical
issues.”

Opponents Claim

The Conway Study:
“The NITC will lose \$4.7
billion.”

Cost Michigan \$100 million every year?

- Never released a study backing this number up
- Based on Conway study numbers assuming Michigan is liable for toll shortfall (\$70 million)
- Plus "loss" in revenues from Tunnel & Blue Water Bridge (\$8 million)
- Plus "loss" in tax revenue from Ambassador (at 40%) (\$6.2 million)
- Plus Delray "losses" in property and income (?)

The Facts

- Canada will pick up any short falls in toll revenues vs. debt debt service
- Transferring revenues from one public bridge and tunnel to another is not a loss in public revenues
- Delray residents will relocate with additional dollars to invest

Opponents Claim

Federal Highway Administration

Letter to Michigan Department of Transportation

"You asked that we confirm that the State of Michigan may use funds donated to the State as the required non-Federal share for Federal-aid projects under Title 23 of the United States Code. We concur in that conclusion."

Federal Highway Administration
U.S. Department of Transportation
January 26, 2011

Will the Detroit International Bridge Company build a second bridge?

- They have been claiming that they will build a second bridge for decades
- April 28, 2010: President Dan Stamper claimed they were only days away from obtaining approval
- May 5, 2011: Ambassador Bridge officials said it could be as long as a decade before they build a second bridge
- June 16, 2011: Matthew Moroun said they would begin construction on a second span "the next day" upon final permit approvals

Michigan Jobs: New International Trade Crossing

Construction	Federal Highway Dollars (Road Projects)	Toll Credits
\$1.3 billion	\$2.2 billion	\$1.98 billion*
10,000 jobs	19,800 jobs	17,820 jobs

* \$495 million (Michigan's portion of the bridge) multiplied by 4 (pending federal approval)

Michigan Jobs: Ambassador Bridge Second Span

Construction	Federal Highway Dollars (Road Projects)	Toll Credits
Less than \$250 million	\$0	Less than \$1 billion*
Less than 2,250 jobs	0 jobs	Less than 9,000 jobs

* \$250 million (Michigan's portion of the bridge) multiplied by 4 (pending federal approval)

Michigan Jobs: NITC vs. Ambassador Bridge Second Span

	New International Trade Crossing	Ambassador Bridge Second Span
Construction	10,000 jobs	Less than 2,250 jobs
Federal Highway Matching Funds	19,800 jobs	0 jobs
Toll Credit Matching Funds	17,820 jobs	Less than 9,000 jobs
<u>TOTAL</u>	<u>47,620 jobs</u>	<u>Less than 11,250 jobs</u>

Gateway Project

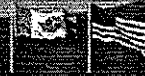
- The Ambassador Bridge claims they can operate a international border crossing without taxpayer money

But...

- The Ambassador Bridge used \$262 million of taxpayer money (Federal, State, and the City of Detroit) to connect I-75 to their bridge

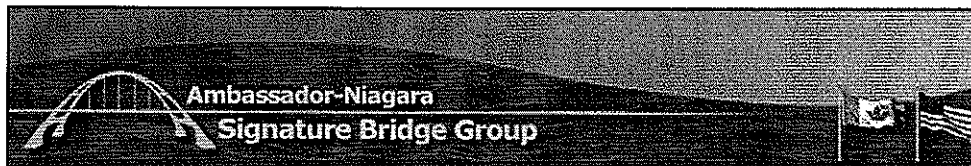


Ambassador-Niagara
Signature Bridge Group



WWW.AMBASSADORNIAGARA.COM

"The primary purpose of the proposed project is to provide improved border crossing operations for truck related freight shipments between the US and Canada in the Niagara River Region. It will alleviate the serious adverse impacts of the Peace Bridge crossing which are now imposed on a diverse residential community while meeting any future transportation demands."



Ambassador-Niagara
Signature Bridge Group

- A second crossing in a region that is in desperate need of more choices
- Elimination of the truck backups on the QEW, the I-190 and local streets around Front Park in Buffalo and Mather Park in Fort Erie
- Provides redundancy
- Helps to insure the free flow of trade between Canada and the United States
- Can be the economic engine that helps the revitalization of the region's economy